

THE HAWAIIAN STAR

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EDITOR

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JANUARY 17.

It is nineteen years ago today that the revolution began which overthrew the monarchy in Hawaii, established a Provisional government and cleared the way for the annexation of these islands to the United States.

Things can be seen in perspective now and it is clear to every discerning eye that the revolution was an unmitigated blessing to all concerned. But for it, there might have been worse political troubles later, and in any event the change was supremely necessary to the prosperous well-being of the people of Hawaii.

Fate had already decided that the independence of Hawaii could not be sustained. Nineteen years ago all the maritime powers were waking up to the need of new naval stations and Japan, in particular, was making plans to take Formosa; Samoa was about to be divided between three powers; during the decade Tonga came in under a British protectorate and Cuba entered the sphere of American influence and partial control, and Porto Rico was annexed. The world over there was no chance for small insular independencies and none now exist. Hawaii simply had to pass into the hands of a world power. That was destiny, and it was the best of fortune which turned us to America. Had the kingdom lasted longer it would have had to meet the issue of special voting privileges for the resident Japanese who demanded, under its "most favored nation treaty," the same voting rights as other foreigners, and it would have finally been obliged in any event to give way to the strategic politics of the Panama canal.

Then there was the threat to the sugar industry. Very soon after 1893, the trust moved to deprive Hawaii of its free American market, and this was the looming peril when the Spanish war scare brought us into the Union. Commercial as well as political circumstances had made it impossible for Hawaii to stay independent in any form and the longer it waited the more danger it ran.

But all's well that ends well and it is doubtful if any one now regrets that the inevitable change came at the time and in the way it did.

THE CUBAN SITUATION.

The trouble in Cuba is due to the greed of the organization of Cuban veterans who want to hold all the offices under the republic. It has been President Gomez' policy to put these offices in good hands irrespective of whether the incumbents served on the Cuban or the Spanish side in the last war or did not serve at all, and this has made the same kind of feeling that would have followed a similar policy in the United States after the close of the Civil War. But in Cuba politics takes a more drastic form than here, and the people are more inflammable. The Cuban veterans are not only eager for the spoils of office, but they have a hatred of foreigners, especially Americans, which has led them to oppose laws which are essential to diplomatic intercourse. These veterans are densely ignorant, in the main, most of them being negroes and of the class that delights in uprisings and in a lawless life. They are quite capable of entering upon a revolt against the Gomez government and, indeed, were threatening one when Secretary Knox wrote his letter. It is now up to President Gomez to suppress their seditious activities and anti-foreign enterprises which, as we hear, has drawn protests from the consular corps at Havana. Conditions were similar in Cuba when the United States last intervened, putting a governor (Magoon) in authority at the Cuban capital and backing him with a mixed force of 2000 men under General Barry. When peace was finally established the United States representatives opened the way for a new election which was held, resulting in the choice of Gomez for president and the retirement of the Americans. Now the process may have to be gone over again, with incidental possibilities in the way of guerrilla warfare.

THE KUHIO-ASHFORD SPECIFICATIONS.

The specifications which Mr. Ashford has given Kuhio to sign and which have been added to the "charges" which Kuhio has lodged against Governor Frear, are tedious reading. They appear to have been made up from Mr. Ashford's complaint in the Kuhio-Kapiolani estate case and from the briefs of the attorneys for dummy homesteaders and others engaged in the conspiracy to acquire the public domain to sell again to corporate bodies, and they are supposed to help out the credibility of statements which are, of themselves, untenable. Governor Frear, who is familiar with all the details, will have no trouble in answering them, and, indeed, the main presentment has been answered already in the local press. There will be a very well flattened Kuhio indeed when the weight of the official rejoinder falls on him.

The Star's private advice is that the Interior Department more fully wants the Governor's answer so that, if questions are raised in the Senate when his confirmation comes up, there may be no lack of definite material with which to answer them. If any one calls for all the papers in the case there will be a full docket.

THE ITALIAN MISADVENTURE.

The news from Tripoli comes from Roman sources and is colored to suit. At least one may infer from what leaks out in the private letters of Italian officers, reference to which was lately made in the cables, and from the general aspects of the field. Beyond the seaport of Tripoli the Italian forces have not gone, save on raids which the Turks seem to have easily baffled, and not an Italian soldier has his foot on the soil of Turkey proper. The Tripolitan forces, with Arab reinforcements, and profiting by the strategic advice of Enver Bey, the hero of the Turkish revolution, seem to be able to hold their own and maintain a status quo which costs them little and the invaders a great deal. As Italy has spent a hundred millions now on this barren enterprise and is in the way of expending as much more, her creditors may well get restive. A larger army of invasion is talked of, but the cost of that would be enormous, and what then? Fighting in the desert with a mobile army of Arabs opposed was too much for Napoleon Bonaparte, who vainly tried it in Egypt and has not proved a cheerful task since in Algeria or Morocco. Look at the situation for France and Spain as it has stood for many years on the North African coast and calculate what Italy may expect. Algeria and Morocco are liabilities instead of assets to Spain and France and does Tripoli promise anything better for Italy?

The Loan Fund Commission is a public body and if it continues to defy the right of the taxpayers to know how their money is being spent, the Governor should ask its appointed members to resign. In any mainland state a public board which slammed its office door in the face of the people and the press, meanwhile directing the outlay of large sums for the ultimate payment of which the public is responsible, would be promptly turned down and out. It is only by Mr. Thurston's theory that the ruling spirits in the Loan Fund Commission have absorbed so much secrecy from plantation office methods that they cannot understand their duty as public officials, that the acts of these Superior Persons can be gauged. Because of this it is a wonder that Ray Starnard Baker did not pay his respects to the Commission while he was searching for survivors of the old order.

The city garbage department, if it intends to help Honolulu keep clean, should welcome the deposit of tin cans and other rubbish where it is most convenient to pick up and carry away. To arrest anybody for putting empty cans by the street is to work for the return of old insubstantial conditions. The matter prompts the inquiry what the garbage department is for?

Uncle Walt

The Poet Philosopher

It is a nipping, eager air, that comes kerwhoooping from the north. I hear my bluenosed neighbors swear as citywards they sally forth. "That wind," they say, "has been on ice for fifty years in Labrador; to spring it on us isn't nice—we don't see what they send it for." And thus my neighbors advertise to all the world that they are old; they'd sing and dance, if they were wise, and say how much they like the cold. There is a tonic in the breeze that icebergs in its whiskers wears; that comes straight down from arctic seas, and smells of seals and polar bears. It ought to make you skip and jump, and if you greet that breeze with groans, it shows you're ready for the dump where people take their wornout bones. On torrid days the fat man sighs and for relief he vainly gropes, but on cold days he'd like to rise and whip a bunch of white man's hopes.

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WALT MASON.

Perhaps that American in an Ecuador jail will suffer just enough to earn us the Galapagos islands as indemnity.

With the completion of the four big boats the Pacific Mail fleet will be well out of the ocean dachshund class.

LITTLE INTERVIEWS

E. B. BLANCHARD—The quality of the milk sold in Honolulu compares very favorably with that of any city on the mainland.

LIEUT. SAHM, U. S. N.—We have lately learned that the whistling buoy that drifted down here had been loose on the ocean for seventeen months.

HIGH SHERIFF HENRY—My jail is a cracker-box, a ramshackle edifice, a palace of dry rot. The wonder is that any prisoners stay with me at all.

DR. CLARK (Sierra)—The seven thousand bunches of bananas taken by the Sierra is one of the biggest cargoes taken by any one ship for a long time.

M. F. PROSSER—The members of the Loan Fund Commission never took the trouble to find out whether John H. Wilson was a responsible bidder for the Heeia road contract or not.

L. L. McCANDLESS—The trouble with our courts is that they are too much bound up by rule and precedent. They shut out the truth instead of trying to get it all.

JAMES L. COKE—I hope to see all the prohibitions to fishing in the open sea, for mullet or anything else, go by the board, for they are unjust, discriminating and unconstitutional.

ENGINEER MARTIN—Our full staff is hard at work on the task of compiling the data that has been collected by the field officers; we hope to have the reports ready for headquarters some time next month.

SAM HOP—There is more interest taken in athletics by local Chinese than ever before. The entries at the coming meet will be a great surprise to many who have had the idea that field and track work is principally confined to haole youths.

DR. PRATT—Dr. McCoy will make a tour of inspection on Kauai, where he will look into the sanitary conditions of the plantation camps. It is planned to establish a similar system of sanitary work there as those now in vogue on Hawaii and Maui.

H. G. DAVIS—Kaimuki will have a float in the Floral Parade. It is different.

fault to arrive at a choice of a suitable subject, but I have no doubt that the problem will be satisfactorily solved by the club members, who are very keen about the proposition.

DR. VICTOR S. CLARK—I am sure that the Spanish and Portuguese immigrants who have recently come to the islands are a good and law abiding people, and our only care is to protect them from those of their own nationality who make a business of preying upon them.

ADJUTANT KLUGE—The Civic Sanitary Committee is not going to cut down any more plants. If they are found to contain wrigglers, the householder will be ordered to cut them down himself. If he does, he forfeits his right to claim damages. If he doesn't, he will be arrested.

MRS. WILKINSON—The reason why so many parrots die on their owners' hands is that they are fed meat. All that such a bird wants is good corn and clean water. An occasional walnut may be given the parrot and a chili pepper now and again acts as a splendid tonic and corrective. A bird fed thus will never be sick or lory.

H. P. WOOD—The Promotion Committee made a standing offer to the Inter-Island Steam Navigation Company to pay for keeping Cook's monument and the grounds about it clean, provided the company would see to having the work done. One bill under this agreement was presented and paid about two years ago, but none since.

WILL J. COOPER—The Star editorial with reference to the care of Cook's monument, in Kealahou Bay, was in slight error in saying that the cleaning of the shaft and site was last done, about five years ago, by the crew of the U. S. tug Itasca. Less than two years ago the weeds about the monument were cut and the monument itself scrubbed under the personal direction of Purser Friel of the Inter-Island steamer Mauna Loa. This work was paid for by the Promotion Committee. I think the bill was less than five dollars.

BIG LIVERPOOL FIRM GOES IN FOR PANAMA CANAL TRADE

SAN FRANCISCO, January 9.—The first definite move in the coming invasion of the port of San Francisco by foreign steamship capital in anticipation of the opening of the Panama canal was taken two months ago, when the J. H. Welsford Company, Limited, of Liverpool, put \$1,500,000 into the business of Bates & Chesebrough to establish the basis in San Francisco of an international shipping company, the magnitude of whose intended operations can hardly be overestimated.

Great care was taken to keep the transaction a secret, the intention having been to defer the announcement of the plans of the company until next March, when Welsford is expected here again to go on with the arrangements which have been commenced on such a large scale.

H. S. Bates refused to discuss the matter when he was questioned last night, saying that he would neither deny nor affirm the truth of the negotiations between his firm and Welsford.

Bought Three Lines.

Something of the nature of the intentions of the Welsford firm may be gained from the fact that while the head of the house was on the Pacific Coast in October, he bought three steamship lines: The Canadian-Mexican Steamship Company, the Union Steamship Company and the Bosconitz Steamship Company, merging for the three in the J. H. Welsford Company. But the negotiations with Bates & Chesebrough, and Welsford's investments of \$1,500,000 in San Francisco, was kept a secret, although his purchase of the three other lines was announced and published at the time.

The purpose of the investment made in the Bates & Chesebrough Company was to secure that company's good will and established business as the foundation for the larger enterprise. Welsford arrived here October 24 from Vancouver, where the merger of the three other steamship lines had been consummated. While here he made a thorough inspection of the harbor and docks, and the only statement that he made for publication was that he "might make application for a berth in the local harbor provided he could be assured of the port being profitable for his shipping," and that he would let contracts for several new ships on his return to England.

After Freight Business.

After his departure the steamship Tahiti of the Union Steamship Company was routed to sail to this port and arrived here on Friday, being the largest passenger steamer to come to San Francisco from Australia. The Aorangi of the same line has been sailing from here regularly for some time.

Owing to the American navigation laws it is impossible for a steamship company operating vessels under a foreign flag to carry freight or passengers between two American ports; for this reason the new company was compelled to select one American port on the Pacific as the center for its proposed lines. San Francisco was chosen.

In addition it has become known that no less than six other foreign steamship lines are now negotiating for connections and dock room here in anticipation of the opening of the canal, thus assuring the position of this port in the traffic that will come to the Pacific Coast through the canal.

Of the three other steamship lines, which were acquired by Welsford, the Canadian-Mexican line owns seven steamers that run between Mexican ports and Vancouver; the Union Steamship Company has a fleet that has been plying between Australian ports and Vancouver, and the Bosconitz Company has been engaged in the Alaskan and northern trade.

"If the plans of the Welsford Company are carried out," one in a position to know the circumstances said last night, "the result will be the greatest shipping enterprise that has ever come to this city. The resources of the firm, which is one of the strongest in England, and the amount of money they have already expended here, would indicate that there will be no turning back now. It was intended to defer publicity until Welsford came back in March, and the announcement now will be regarded by some of the parties as premature, but there can be no doubt as to the magnitude of the enterprise nor of its effect in establishing San Francisco as the Pacific terminal of the Panama canal."

WILSON RESTS

(Continued from page one.)

matter what evidence had been introduced, the fact remained that Wilson was not in partnership with McCandless, and that if the contract had been awarded to the lowest bidder it would have been to Wilson alone and not to Wilson & McCandless.

After considerable argument over the matter had been heard, Judge Whitney ordered Dwight's answer stricken from the records.

Petrie followed Dwight on the stand but gave virtually no testimony. Prosser asked him whether or not, had he known that Wilson had the financial backing of L. L. McCandless, he would have voted against awarding the contract to Wilson. This question was objected to by the defense and the objection sustained by the judge, whereupon Petrie was excused.

A recess was taken, awaiting the appearance of Andrew Adams, but he could not be found, so Prosser finally, in order, he said, not to delay the case unnecessarily, stated that if the defense would admit that a copy of the letter written by Cecil Brown to the commission was a true copy and would consent to its being introduced as evidence pending the appearance of Adams with the original which he has, he would place the letter in evidence and close his case. The defense offered no objection to this, so Prosser offered as evidence the following letter.

Honolulu, T. H., Sept. 29, 1911.

My dear Mr. Adams: Re belt road round this island, if there is any doubt as to the financial ability of J. H. Wilson to carry out his contract, should it be awarded to him, from information furnished me I have every reason to believe that it has been provided for by a responsible party.

Yours truly,

CECIL BROWN.

On the witness stand Cecil Brown himself testified that the First National Bank, at the request of L. L. McCandless, agreed to finance Wilson should he get the contract. No member of the commission, he said, came to him and asked about Wilson's financial responsibility, but he himself met one member of the commission prior to the awarding of the contract and told him that Wilson was responsible.

R. H. Trent stated that he, as the representative of the Pacific Casualty Company of San Francisco, agreed to go on Wilson's bond for \$40,000 if Wilson got the contract.

E. O. White, John Effinger and R. W. Cathcart all testified that they had had extensive business dealings with Wilson and that they had always found him on the square and responsible. George P. Denison, of the O. R. & L. Company, stated that the contract work Wilson did for the railroad was satisfactory, and he would consider him a responsible bidder for an \$80,000 contract.

F. W. Beckley testified that he was a member of the legislative committee in 1901 that made an investigation to fix the responsibility for Wilson's failure to complete the sewer outfall contract. The committee, he said, reported back to the legislature that Wilson had tried to carry out his contract but had been hampered and embarrassed by an agent of the government and thereby prevented from completing the work. The committee found that no blame attached to Wilson. Marston Campbell, said the witness was a member of that committee and knew the report that was made at the time.

After Prosser had closed his case

the attorneys for the other side asked for an adjournment until tomorrow morning, as their witnesses were not present. They said they would not ask for a nonsuit, but that if the judge told them they need not put on any witnesses, they would not object. The judge would not, but granted the request that the matter go over until tomorrow morning.

GRAND ADVANCE

(Continued from page one.)

Seven three-room cottages will form the sleeping quarters of the boys. Each cottage will have three rooms, and two boys will be domiciled in each room. The rooms are to be twelve feet by twelve feet, and the best of attention has been given to the details of ventilation and light.

Two cottages—one on each side of the "campus"—will be erected for the teachers. A large dining hall, that will be also used for class work, will be erected in a central position. Another cottage will contain baths and toilets.

Water from an artesian well will be laid on to the cottages, and all the conveniences will be up-to-date.

Good Cane Land.

Adjoining the school grounds is the cane field that the boys will take charge of. Some hundreds of acres of the best cane land on Kahuku is being devoted to the boys and, as the better cultivated the crop is, the more money the school will get when the cane is ground, the incentive to work hard is easily seen.

The education of the boys as regards mathematics, elementary soil chemistry, English and bookkeeping, will be well looked after. The boys will work alternately in field and class, and they will get instructions that will add to what they have already learned at the public schools.

Vegetable gardens, fruit orchards and a dairy will, later on, be established. The boys who graduate from the school will, when they leave the institution, have a thorough knowledge of cultivation, and will be able to secure good positions on cane, cotton or pineapple plantations.

The seat sales for all future opera house attractions will be held at the Hawaii Promotion Committee rooms, Alexander Young building. The box plans have been opened previously at the Public Service rooms, but this morning and in future all sales will be made at the Promotion rooms.

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Wilhelmina Rise, 2 B R. 30.00
Gandall lane, 2-BR..... 20.00
Lazarus lane, 2-BR..... 17.50
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